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J. MacKay
No. 25.

Do
Great Western Railway of Canada.

REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDING 31st JULY, 1866 :

WITH

STATEMENTS OF ACCOUNTS,

&c. &c. &c.,

*To be submitted to a Meeting of Shareholders to be held in
London on Wednesday, 10th October, 1866.*

LONDON :

WATERLOW AND SONS, PRINTERS, CARPENTERS' HALL, LONDON WALL.

1866.

GREAT WESTERN RAILWAY OF CANADA.—NOTICE
IS HEREBY GIVEN, that the HALF-YEARLY MEETING of
Shareholders is appointed to be held on WEDNESDAY, October, 10th, at
the London Tavern, Bishopsgate Street, London, England, at Twelve o'clock
precisely, for the purpose of submitting a report and general statement of
accounts for the half-year ending 31st July last ; for the purpose of electing
eleven Directors and two Auditors ; and for the transaction of other business.

And Notice is further given, that the Books kept at this office for the
Registration of Shares will be Closed on and from September 26th, to the
day of meeting, both days inclusive, and transfers cannot be received between
those dates,

By Order,
BRACKSTONE BAKER, Secretary.

126, Gresham House, Old Broad Street, London, August 8, 1866.

Great Western Railway of Canada.

LIST OF THE DIRECTORS.

1865-1866.

President.

MR. ALDERMAN DAKIN, Creechurch Lane, London.

THOMAS FAULCONER, Esq., 12, Copthall Court, London.

JOHN FILDES, Esq., M.P., Manchester.

FRANCIS SOMERVILLE HEAD, Esq., Pit Place, Epsom.

ALEXANDER HOYES, Esq., Bitterne Grove, Southampton.

CHARLES HUNT, Esq., London, Canada West.

DONALD MACINNES, Esq., Hamilton, Canada West.

HONBLE. WILLIAM McMASTER, M.L.C., Toronto, Canada West.

PAUL MARGETSON, Esq., Clapham Common.

GEORGE SMITH, Esq., 57, Conduit Street, London.

THOMAS CLARK STREET, Esq., M.P.P., Chippawa, Niagara.

Auditors.

JOHN YOUNG, Esq., 16, Tokenhouse Yard, London.

SIDNEY SMITH, Esq., 31, Bush Lane, London.

General Manager.

THOMAS SWINYARD, Esq., Hamilton, Canada West.

Treasurer.

JOSEPH PRICE, Esq., Hamilton, Canada West.

London Offices.

126, Gresham House, Old Broad Street, E.C.

MR. BRACKSTONE BAKER, *Secretary.*

MR. WALTER LINDLEY, *Registrar.*

Bankers in London.—LONDON JOINT STOCK BANK.

„ *in Canada.*—THE COMMERCIAL BANK.

THE GREAT WESTERN

ACCOUNT

Capital Account, showing the Receipts and Expenditure of

RECEIPTS.

				Total Receipts to 31st July, 1886. Sterling. £ s. d.
TO ORIGINAL SHARE ACCOUNT—				
For amount received on 131,182 shares (including 39,583 new shares paid up in full and converted into original shares), viz. :—				
On 129,489 shares on English Register, at £20. 10s. sterling per share	£2,654,524	10	0	
On 1,693 shares on Canadian Register at \$100 per share, converted at 109½ per cent. exchange	34,787	13	5	
				2,689,312 3 5
TO NEW SHARE ACCOUNT—				
For amount of 1st, 2nd, 3rd, 4th, 5th and 6th calls on 33,518 new shares (after deducting the 39,583 new shares paid up in full and converted into original shares), viz. :—				
On 33,379 shares on English Register at £18 sterling per share	690,822	0	0	
On 139 shares on Canadian Register at \$97.60 per share, converted at 109½ per cent. exchange	2,502	0	0	
	693,324	0	0	
Less amount of arrears on 3rd, 4th, 5th and 6th calls	1,757	10	0	
	691,566	10	0	
For amount received in anticipation of future calls on new shares	4,215	0	0	
				695,781 10 0
Total amount received on account of share capital to 31st July, 1886	£3,385,093	13	5	
TO PERPETUAL 5 PER CENT. DEBENTURE STOCK—				
For amount received on this account				46,700 0 0
TO BOND ACCOUNT—				
Bonds bearing 6 per cent. interest due 1873.....	488,200	0	0	
„ „ „ 1876.....	127,000	0	0	
Bonds bearing 5½ per cent. „ 1877.....	485,000	0	0	
„ „ „ 1878.....	62,000	0	0	
Bonds bearing 5 per cent. „ 1881.....	1,000	0	0	
				1,163,200 0 0
TO GOVERNMENT LOAN— Balance.....				573,687 15 0
				£5,168,681 8 5
„ Balance carried to Account No. 4 ..				38,887 17 4
				£5,207,569 5 9
<hr/>				
Total Receipts on Capital Account during the half-year.				
Receipts from payments in full on new shares	£12,950	0	3	

RAILWAY COMPANY OF CANADA.

No. 1.

the Company on Capital Account to 31st July, 1866.

EXPENDITURE.

	Total Expenditure to 31st July, 1866. Sterling.			
	£	s.	d.	£ s. d.
By Total Amount expended on Capital Account to 31st Jan., 1866, as per last Report .....	...	...	...	1,901,893 6 6
Expended during the six months ending 31st July, 1866.				
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c.				
Land, Works, Permanent Way, and all incidental charges	2,944	11	4	
Proportion of Cost of reconstructing Timber Bridges in Stone and Iron	2,865	13	3	
Stations, Warehouses, Wharves, Cranes, &c.	6,529	10	1	
Mechanical Buildings	516	19	8	
Cost of "fish-jointing" 10 miles of rails	719	3	7	
New Car Ferry Boat	7,833	10	2	
Toronto Esplanade Account	1,743	12	7	
Rolling Mill at Hamilton	56	11	6	
Third Rail Account	32,093	2	8	
Oil Springs Survey	368	4	5	
				55,675 19 3
Total	£4,957,569	5	9	
By Detroit and Milwaukee Railroad Company— Loan (including Funded Interest to October 24th, 1860 £300,000)				250,000 0 0

£5,207,569 5 9

57368.70

28684.35

Revenue Account of the Great Western Railway

Half-year ended 31st July, 1865.	RECEIPTS.										Half-year ended 31st July, 1866.
£ s. d.											£ s. d.
127,195 17 4	To Amount for the carriage of 378,824 Passengers										160,192 0 4
12,625 1 9	Ditto	ditto	Mails and Sundries	...	...	...	...	...	...	12,539 2 7
144,023 8 0	Ditto	ditto	Freight and Live Stock	...	...	...	...	...	...	169,576 16 11
289,849 7 1	Ditto	ditto	Rents	...	...	...	...	...	...	342,307 19 10
716 0 6										854 7 7	
<p>NOTE.—The Traffic Receipts above stated are exclusive of those of the Galt and Guelph Railway, for which see Account II.</p>											
£234,565 7 7											£343,162 7 5

RAILWAY COMPANY OF CANADA.

No. 2.

Company of Canada for the Half-year ended 31st July, 1866.

Half-year ended 31st July, 1865.		EXPENSES.		Half-year ended 31st July, 1866.	
£	s. d.	Per Cent. on Gross Receipts.		£	s. d.
17,128	16 9	6.02	By Maintenance of Way per Abstract A	22,173	15 11
36,243	7 10	12.73	Locomotive Power do. B	40,788	19 9
17,850	9 10	6.28	Repairs and Renewals of Passenger & Goods Cars do. C	18,628	18 1
22,837	6 0	8.03	Coaching Transit Expenses do. D	24,919	3 2
23,354	5 0	8.21	Merchandise Transit Expenses do. E	27,936	0 11
7,707	13 5	2.71	General Charges do. F	7,859	14 3
125,141	18 10	43.98	Total ORDINARY WORKING EXPENSES	142,316	12 1
1,497	10 3	0.53	ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.		
177	14 10	0.06	By Taxes	1,788	0 11
1,046	2 7	0.37	Railway Inspection Fund	177	14 10
4,623	5 9	1.62	Insurance	1,500	9 1
			Suspension Bridge Rent, for half-year	4,623	5 9
132,486	12 3	46.56	Total Revenue Expenditure	150,406	2 8
152,078	15 4		Balance carried to Net Revenue No. 3 Account	192,756	4 9
£284,565	7 7			£343,162	7 5

GREAT WESTERN RAILWAY

ACCOUNT

Dr.

Net Revenue Account

HALF-YEAR ENDED 31st July, 1865.			HALF-YEAR ENDED 31st July, 1866.	
£	s. d.		£	s. d.
4,570	13 7	To Balance of Net Revenue brought forward from half-year ended 31st January, 1866	11,000	6 0
152,078	15 4	To Balance from Revenue (No. 2) Account for the half-year to date	192,756	4 9
<hr/> £156,649 8 11			<hr/> £203,756 10 9	
		To Balance brought down	£38,603 8 0	
			<hr/> £33,603 8 0	

GREAT WESTERN RAILWAY

ACCOUNT

Dr.

General Balance Sheet

	£	s. d.
Balance from Capital Account No. 1	38,887	17 4
Amount outstanding and due to the Company on Traffic Account	30,117	16 11
Mechanical Stores on hand 31st July, 1866:—		
General Stores	£56,913	16 7
Fuel Stores	13,988	6 4
Old Material	1,376	14 5
Stores purchased in England, but not received into Stock at this date	328	14 0
	72,607	11 4
Engineering Stores on hand at 31st July, 1866:—		
General Stores	£7,811	12 7
Rail Stock Account	15,380	12 0
Rolling Mill Stock	3,869	13 2
Amount of Invoices for Rails, &c., purchased in England, but not delivered at this date	53,410	1 8
	80,471	19 5
Municipal Bonds	14,260	5 6
Balances in Bankers' hands, Loans and Investments at Interest	64,495	3 11
Balance of Interest due to 31st July, 1859, on Loan to Detroit and Milwaukee	14,906	14 3
Railroad Company not received	8,219	3 7
Port Huron and Milwaukee Railway Company	16,351	16 5
Sundry Assets and Debit Balances	£340,318	8 8

COMPANY OF CANADA.

No. 3.

to 31st July, 1866.

Cr.

HALF-YEAR ENDED 31st July, 1865.		HALF-YEAR ENDED 31st July, 1866.	
£	s. d.	£	s. d.
17,498	5 0	17,498	5 0
32,463	12 4		
54,937	6 7		
26,317	7 0		
25,432	18 0		
£156,649	8 11		

COMPANY OF CANADA.

No. 4.

at 31st July, 1866.

Cr.

	£	s. d.
Balance from Net Revenue Account No. 3	88,608	8 0
Balances due by the Company, and sundry Accounts not paid on 31st July, 1866 ...	251,710	0 8
	£340,318	8 8

Examined and confirmed—the Expenditure is properly vouched, and the several
Accounts are duly certified by the heads of the respective departments.

LONDON, 25th September, 1866.

JOHN YOUNG, } AUDITORS.
SIDNEY SMITH, }

GREAT WESTERN RAILWAY OF CANADA.

Abstracts referred to in the Revenue Statement for the Half-year ended 31st July, 1866.

ABSTRACT A.

Half-year ended 31st July, 1865.	MAINTENANCE OF WAY.		Half-year ended 31st July, 1866.
£ s. d.			£ s. d.
2,435 7 5	Repairs of Bridges and Culverts	...	2,315 5 11
1,960 3 3	" Station Sidings, Fences, &c.	...	3,221 9 3
1,495 16 4	" Buildings	...	2,575 1 5
315 15 8	" Signals	...	359 3 5
9,761 18 11	Platelayers' Wages, and Extra Work on Way	...	12,758 15 6
454 9 10	Approaches	...	254 2 11
705 5 4	Engineering Superintendence, &c.	...	689 17 6
<u>£17,128 16 9</u>			<u>£22,173 15 11</u>
£26,317 7 0	Renewal of Rails, Bridges, Sleepers, Fences, &c. ...	...	<u>£25,340 10 6</u>

ABSTRACT B.

Half-year ended 31st July, 1865.	LOCOMOTIVE POWER.		Half-year ended 31st July, 1866.
£ s. d.			£ s. d.
	Transit Expenses:—		
7,334 6 1	Wages of Enginemmen and Firemen	...	8,602 4 2
1,080 7 6	Wages of Cleaners	...	1,208 8 1
7,733 6 4	Fuel	...	9,818 12 11
990 9 1	Oil	...	1,169 14 8
143 3 1	Tallow	...	172 8 6
362 11 11	Small Stores, including Signal Lamps, Waste, &c.	...	384 10 4
743 6 3	Pumping Engines	...	770 6 8
78 5 0	Salaries of Foremen and Clerks	...	52 3 0
205 9 7	Salary of Locomotive Engineer	...	110 6 10
<u>18,677 4 10</u>			<u>22,288 15 2</u>
	Repairs and renewal of Engines:—		
7,443 19 5	Material and Fuel	...	£8,069 18 7
5,572 10 4	Wages	...	9,595 6 3
<u>35,693 14 7</u>			<u>17,665 4 10</u>
	Sundries:—		
75 4 4	Lighting Shops, &c.	...	49 4 4
148 19 8	Maintenance of Turntables	...	116 8 8
325 9 3	Maintenance of Tanks and Pumps...	...	679 6 9
<u>£36,243 7 10</u>			<u>844 19 9</u>
			<u>£40,798 19 9</u>
1s. 2'53d.	Cost per Train mile run	...	1s. 1'89d.
0s. 10'33d.	Cost per Traffic Engine mile run	...	0s. 9'79d.

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st February, 1865, to 31st July, 1865.		Miles run, 1st February, 1866, to 31st July, 1866.
288,841	By Passenger Engines	351,131
309,783	By Freight Engines	353,820
<u>598,624</u>	Total Train miles earning Revenue...	<u>704,951</u>
243,903	By Piloting and Shunting Engines	294,658
<u>842,527</u>	Total Traffic Engine miles run	<u>999,609</u>

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT C.

Half-year ended
31st July, 1865.

REPAIRS AND RENEWAL OF CARS.

Half-year ended
31st July, 1866.

£	s.	d.	Passenger Cars:—										£	s.	d.	£	s.	d.
3,014	7	3	Materials	} Including the Cost of Cleaning Cars	...	...	...	...	...	...	...	...	...	...	{	3,085	4	5
5,122	10	2	Wages ...													4,438	11	8
91	12	7	Salaries of Superintendent, Foremen, and Clerks													64	16	6
8,228	10	0											7,588	12	7			
Merchandise Cars:—																		
5,257	18	5	Materials	...	...	...	...	...	...	...	...	...	...	...	...	6,665	15	0
4,180	16	1	Wages	4,244	17	5
183	5	4	Salaries of Superintendent, Foremen, and Clerks	129	13	1
															11,040	5	6	
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£17,850 9 10			£18,628 18 1															
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STATEMENT OF MILEAGE OF CARS.

Miles run, 1st February, 1865,
to 31st July, 1865.

Miles run, 1st February, 1866,
to 31st July, 1866.

1,073,033	Of 1st Class Cars	...	...	...	...	...	1,224,849
367,053	2nd Class Cars	...	...	...	...	...	433,104
552,446	Post Office Express, Baggage, and Conductors' Cars	...	...	...	...	...	727,889
5,603,549	Freight and Platform Cars	...	...	...	...	...	5,689,513
7,596,081	Total earning Revenue	...	...	...	...	...	8,075,335

ABSTRACT D.

Half-year ended
31st July, 1865.

COACHING TRANSIT EXPENSES.

Half-year ended
31st July, 1866.

£	s.	d.		£	s.	d.
3,701	7	7	Salaries of Superintendents, Station Masters, and Clerks	3,879	1	1
3,006	14	9	Wages of Conductors, Baggage-men, and Brakesmen	3,405	19	10
1,251	9	8	" Porters	1,451	6	9
352	2	1	" Policemen	682	7	8
822	14	8	" Switchmen	919	11	5
575	8	1	" Watchmen at Level Road Crossings	720	16	6
544	10	4	Compensation for Damages	440	18	2
112	17	1	" Cattle killed on Track by Trains	23	12	7
57	10	5	Lamps and Signals	73	17	10
566	4	3	Lights (including Oil) for Stations and Passenger Cars	811	11	4
684	8	11	Fuel for Stations and Passenger Cars	797	7	6
1,116	0	9	Stationery, Advertising, and Printing	1,327	1	0
12	2	5	Office Furniture and Expenses	8	5	0
511	7	1	Small Stores, including Waste, Links and Pins, Baggage Trucks, &c.	1,007	5	10
164	14	4	Travelling and incidental expenses	206	0	8
6,085	12	1	Expenses of Advertising and Agency in United States	4,695	13	4
2,537	12	3	Proportion of Expenses of Ferry across the Detroit River	3,743	4	4
704	9	3	Proportion of Expenses of Telegraph	725	2	4
£22,857	6	0		£24,919	3	2

Equal to 16.35 per Cent.
on
Coaching Traffic Receipts.

Equal to 14.43 per Cent.
on
Coaching Traffic Receipts.

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT E.

Half-year ended
31st July, 1865.Half-year ended
31st July, 1866.

MERCHANDISE TRANSIT EXPENSES.

£	s.	d.		£	s.	d.
4,036	2	9	Salaries of Superintendents, Freight Agents and Clerks	4,559	5	10
3,092	7	10	Wages of Conductors and Brakesmen	3,693	5	9
6,537	16	4	" Porters	8,683	3	7
791	13	4	" Switchmen	883	15	3
614	8	1	" Watchmen at Level Road Crossings	697	11	8
1,706	11	7	Compensation for Damages	1,706	11	9
24	13	2	" Cattle killed on Track by Trains	9	4	11
617	5	8	Lights, Lamps, Fuel, and Signals	783	18	8
523	7	10	Stationery, Advertising, and Printing	778	6	10
20	6	1	Office Furniture and Expenses	38	10	4
			Small Stores, including Links and Pins, Warehouse Trucks, Running-boards, and Gangways	898	17	5
425	11	1	Rents	653	16	5
630	6	7	Travelling and Incidental Expenses	374	10	3
702	1	2	Proportion of expenses of Telegraph	654	14	3
731	18	5	Do, of expenses of Ferry across the Detroit River	3,491	15	0
2,533	13	2	Repairs and Maintenance of Stationary Engines in Elevators at Hamilton and Sarnia, and at Hamilton Wharf Flour Warehouse	18	13	0
30	11	11				
£23,354	5	0		£27,536	0	11

Equal to
16·21 per cent.
on Merchandise
Traffic Receipts.Equal to
16·47 per cent.
on Merchandise
Traffic Receipts.

203,380½ Tons. ... Total Tonnage carried ... 256,106½ Tons.

ABSTRACT F.

Half-year ended
31st July, 1865.Half-year ended
31st July, 1866.

GENERAL CHARGES.

£	s.	d.		£	s.	d.
3,176	0	7	Head Offices in London and Hamilton	3,650	15	2
295	8	1	Stationery, Advertising, and Printing	331	14	4
300	1	4	Postages and Stamps	268	10	2
41	17	9	Fuel and Lights	6	14	3
989	5	7	Travelling and Incidental Expenses	1,526	1	0
86	7	0	Furniture, &c.	121	0	2
1,737	13	1	Law Charges	853	11	8
1,210	0	0	Directors' and Auditors' Remuneration and Expenses	1,202	10	0
£27,836	13	5		£8,060	16	9
129	0	0	Less Transfer Fees	201	2	6
£27,707	13	5		£7,859	14	3

Equal to
2·71 per cent. on
Total Revenue.Equal to
2·29 per cent. on
Total Revenue.

GREAT WESTERN RAILWAY

ABSTRACT

INTEREST ON BONDS, BANK LOANS,

Dr.

Interest on Outstanding Bonds in England	...	...	...	...	...	...	...	...	...	£	s.	d.
										34,691	0	0
Discount and Charges on the Conversion of American Currency and Exchange on remittances to England	...	...	...	...	...	...	...	...	...	39,806	7	5

£74,497	7	5
---------	---	---

THE GALT AND

ACCOUNT

The Great Western Railway Company of Canada in Account

RECEIPTS FROM TRAFFIC ON THE GALT AND GUELPH RAILWAY.

Half-year ended 31st July, 1865.											Half-year ended 31st July, 1866.				
£	s.	d.	To amount received during the Half-year for the carriage of—										£	s.	d.
959	2	7	Passengers...	...	...	...	...	...	...	...	992	15	6		
171	11	0	Mails and Sundries	...	...	...	...	...	...	...	184	18	3		
941	3	11	Freight and Live Stock...	...	...	...	...	...	...	...	1,549	7	4		
<hr/>													<hr/>		
£2,071 17 6													£2,727 1 1		
<hr/>													<hr/>		

COMPANY OF CANADA.

G.

DISCOUNTS, &c., TO 31ST JULY, 1866.

	Cr.	
	£	s. d.
Sundry Interests and Discounts	1,904	2 3
Interest on Municipal and other Bonds	580	13 8
Balance from the Galt and Guelph Railway Working Account, for the half-year ...	644	3 3
Balance carried to Net Revenue Account No. 3	71,368	8 3
	<u>£74,497 7 5</u>	

GUELPH RAILWAY.

H.

with the Galt and Guelph Railway Company (Working Account).

EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

Half-year ended 31st July, 1865.		Half-year ended 31st July, 1866.
£ s. d.		£ s. d.
201 6 4	By Maintenance and Renewal of Way during the Half-year—	480 16 6
90 11 1	Cost of Maintenance	89 10 2
	Cost of Renewal of Rails, &c.	
291 17 5	„ Locomotive Power	570 6 8
500 14 3	„ Use of Passenger, Freight, and other Cars	527 15 2
80 0 5	„ Coaching and Merchandise Transit Expenses	90 6 3
643 12 10	„ General Charges	647 18 3
246 11 6	„ Balance carried to Abstract G.	246 11 6
1,762 16 5		2,082 17 10
309 1 1		644 3 3
<u>£2,071 17 6</u>		<u>£2,727 1 1</u>
31st July, 1865.		31st July, 1866.
10,390	NOTE.—The Mileage run by Engines during the Half-year, in working the Traffic of the Galt and Guelph Railway, has been as follows:—	10,280
3,228	With Passenger and Freight Trains	5,394
13,618	Piloting and Shunting.....	
	Total . 297,170	15,674

345 / 5000000 14300
 345-
 1550
 1380
 1700

REPORT OF THE DIRECTORS

OF THE

Great Western Railway Company

OF CANADA.

1. The receipts on Capital Account during the half-year amounted to £12,950. 0s. 3d., and the total receipts to 31st July, to £5,168,681. 8s. 5d.

The aggregate expenditure to same date amounted to £5,207,569. 5s. 9d.; leaving a balance to the debit of Capital Account of £38,887. 17s. 4d.

2. The outlay on Capital Account for the half-year was £55,675. 19s 3d. This embraced new sidings laid down at Hamilton; new sidings to accommodate the increased oil business at Bothwell; proportion of expenditure chargeable to capital on re-building in stone and iron the bridge over the Twenty Mile Creek at

Jordan and completion of the abutments of the Nith bridge ; six new fifteen-ton cranes to accommodate the heavy machinery business going to the oil districts ; new station at Paris, leased to the Grand Trunk Company, and extensions at various platforms to accommodate increased local business ; iron tanks at Hamilton for storage of oil ; cost of completion of Yonge Street Station, Toronto ; difference in cost of 75lb. rails laid on the Cope-town incline in place of the old 66lb. rails taken up ; cost of fish-jointing 10 miles of Main Line Track, &c., &c. ; outlay for new Car Ferry Boat and slip dock for same at Windsor, together with the expenditure on New Third Rail account.

3. The receipts and expenditure on Revenue Account were as follows :—

Gross receipts	£343,162	7	5
Working expenses, including maintenance of way, taxes, insurance, and rent of Suspension Bridge	150,406	2	8
	<hr/>		
	£192,756	4	9
From which there has to be deducted—			
Interest on Government loan	£17,498	5	0
Interest on bonds, &c.	31,562	0	9
Loss on conversion of American money	39,806	7	6
Renewal of rails, sleepers, bridges, &c., and Plant of Rolling Mill	25,340	10	6
Amount paid for losses by the fire at Detroit Station	940	19	0
	<hr/>		
	115,148	2	9
<hr/>			
Profit on half-year's operations	77,608	2	0
Add surplus from last half-year	11,000	6	0
	<hr/>		
Amounting to	£88,608	8	0
	<hr/>		

From this amount the Directors recommend a dividend at the rate of 5 per cent. per annum free of income-tax, which will absorb £85,959. 16s., leaving a sum of £2,648. 12s. to be carried to the credit of the current half-year.

4. The loss on the conversion of American funds for the half-year was £39,806. 7s. 6d. as against a sum of £54,937. 6s. 7d. for the corresponding half-year of 1865.

The minimum price of gold during the half-year was 125 $\frac{1}{8}$, the maximum 166 $\frac{1}{4}$, and the average cost at which purchases have been made 135 $\frac{1}{8}$.

5. The following is a comparative table of the receipts and expenses during the last five corresponding half-years:—

Half-year.	RECEIPTS.				EXPENSES.	
	Passengers, Mails and Sundries.	Freight and Live Stock.	Rents.	Total.	Including Taxes, Insurance and Suspension- bridge Rent.	Per Centage of Gross Receipts.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
July, 1862	93,917 11 11	151,606 15 11	704 9 4	246,228 17 2	129,051 2 9	52.41
July, 1863	111,670 12 9	180,772 0 6	624 16 6	293,067 9 9	136,270 5 0	46.50
July, 1864	125,281 12 6	189,081 0 0	577 6 8	314,939 19 2	140,188 10 3	44.51
July, 1865	139,820 19 1	144,028 8 0	716 0 6	284,565 7 7	132,486 12 3	46.56
July, 1866	172,731 2 11	169,576 16 11	854 7 7	343,162 7 5	150,403 2 8	43.83

6. The gross receipts for the half-year amount to £343,162. 7s. 5d. against £284,565. 7s. 7d., showing an increase of £58,596. 19s. 10d., while the working expenses, exclusive of taxes, insurance and suspension bridge rent are 41.47 per cent. against 43.98, showing a decrease of 2.51 per cent.

7. The receipts show an increase in all branches of traffic, but more especially in local passenger and local freight. The through freight would undoubtedly have been larger, but for the efforts which have been made to secure traffic between the Eastern and Western States by the running of freight cars through without change between Chicago, New York and Boston, viâ the Lake Shore, New York Central, and Pennsylvania routes. The through business, moreover, has been generally light, and this rendered competition more active and produced lower rates than those obtained the previous half-year.

Having in view the termination of the Reciprocity Treaty on the 17th March last, and the disturbance to business consequent upon the Fenian raid at the commencement of June, the satisfactory results of the past half-year's traffic and the economical manner in which the railway has been managed are especially gratifying.

8. The whole of the rails, fish-plates, and fastenings required for the narrow gauge track have been shipped to Canada. The Iron Car Ferry Boat has been launched.

The completion of the narrow gauge track between Suspension Bridge and Windsor, and of the Iron Ferry Boat for the transport of cars across the Detroit River, will undoubtedly place the Great Western Company in a most advantageous position. It is also obvious that while it will promote the through traffic between the Western and Eastern States of America, it will likewise be the means of affording facilities for trade between the States and Canada and the Lower Provinces.

9. The matters so long in dispute between the Commercial Bank of Canada and this Company have not yet been finally adjusted, but the main points of the arrangement have been concluded. All litigation has ceased, and this Company's cash account has been reopened at that Bank.

10. The Directors regret to announce that a disastrous fire consumed the Detroit terminus of the Detroit and Milwaukee Railroad, on the night of the 26th of April last, by which buildings, rolling stock, and merchandise, to a considerable amount, were destroyed.

The portion to be borne by this Company, after a careful enquiry, is estimated at £19,520, of which about £7,200 will be repaid the Great Western Company by the Insurance Companies with whom policies were open, and there has also been applied thereto the sum of about £3,700, which stood at the credit of Insurance Fund Account. The sum of £940. 19s. being the amount of claims which have been made and settled during the half-year, in addition to the above, appears in the Revenue Accounts, and the balance, when adjusted and paid, will have to be dealt with in a similar manner.

11. The loss to the Detroit and Milwaukee Railroad from this fire is estimated at £30,000, and to prevent inconvenience from this loss, as well as to provide funds for further outlay on Capital Account for the purposes of the line, a resolution will be proposed to authorise the Detroit and Milwaukee Company to borrow in America and for a limited period a sum not exceeding \$350,000 or £70,000 on security, which will take precedence for interest of the Great Western claim upon the Detroit and Milwaukee Revenue. It is hoped that

the sum thus borrowed will be repaid out of the Revenue earnings of that Company at an early date.

12. The traffic receipts of the Detroit and Milwaukee Railroad for the half-year ending June 30th last, amounted to £150,653, against £147,870 for the corresponding period of 1865, and against £119,567 for 1864.

13. The Directors regret to announce the death of one of their colleagues, Mr. A. Gilmore, whose seat at the Board has been filled up by the appointment of Mr. John Fildes, M.P., a gentleman well known, and familiar with railway management.

Signed on behalf of the Board of Directors,

THOMAS DAKIN,

President.

London, September 28th, 1866.

REPORT OF THE ENGINEER.

ENGINEERING DEPARTMENT,

GREAT WESTERN RAILWAY, HAMILTON,

26th August 1866.

THOS. SWINYARD, Esq.,

General Manager.

DEAR SIR,—I beg to report to you the results of the working of my department during the half-year ended 31st July last :—

	£	s.	d.
The total expenditure of this department during the half-year chargeable to Revenue amounts to	47,291	4	4
As compared for the corresponding half-year of 1865, with ...	43,446	3	8

During the past half-year the undermentioned New Works were executed, forming a charge to Capital Account.

1st.— <i>Superstructure Account.</i> —Laying down a new siding at Hamilton, and extending sidings at Kerwood and Bothwell, including cost of ballasting, spikes, &c.	£	s.	d.
	532	0	7
2nd.— <i>Bridging Account.</i> —Proportion chargeable to capital of the cost of re-building in stone the new bridge in course of construction across the twenty mile creek at Jordan	2,616	18	8
3rd.—Ditto of completing abutments of Nith Bridge ...	248	14	8
4th.— <i>Building Account.</i> —Erection of six 15-ton cranes at Toronto, London, Galt, Bothwell, Wyoming and Windsor stations	1,327	6	2
5th.—Enlarging of freight house, and erecting three dwelling-houses for station master and clerks at Bothwell station	891	15	0
6th.—Passenger house and platform for Grand Trunk Railway at Paris, for which a rental is paid to Great Western Railway Company ...	266	12	11
7th.—Refreshment room and extension of platform of Paris passenger station	213	1	8
8th.—Freight shed and platform at Paris for joint use of Grand Trunk and Great Western Companies, in course of construction	108	0	5
9th.—Platform scale and shed for freight department in Hamilton station yard	85	5	6
Carried forward	£6,289	15	7

	Brought forward	£6,289	15	7
10th.—	Extension of freight platform and dwelling-house at Wyoming station	189	13	1
11th.—	Expenditure on account of a third puddling furnace at the rolling mill	56	11	6
12th.—	Building an iron oil tank in the general storehouse at Hamilton...	516	19	8
13th.—	<i>Wharfing Account.</i> —Slip dock and wharf for new car ferry boat at Windsor	3,447	15	4
14th.—	<i>Car Ferry Boat.</i> —Expenditure during the half-year	7,833	10	2
15th.—	<i>Third Rail for Narrow Gauge Track.</i> —Cost of rails and joint fastenings, delivered at 31st July, and laying of same	32,093	2	8
16th.—	Engineering salaries and expenses of surveys of the oil district for proposed branches from Bothwell and Wyoming	250	15	5
17th.—	<i>Toronto Esplanade.</i> —Final payments of contracts for station buildings at Yonge Street	1,748	12	7
18th.—	<i>Rail Account.</i> —Cost of 64 tons of rails laid in sidings at Hamilton, Bothwell, and Kerwood	657	10	8
19th.—	Relaying Copetown incline with 75lb. rails, being the excess of cost beyond the original 66lb. rails	1,794	17	3
20th.—	Cost of fish-jointing 10 miles of track of main line	719	3	7
	Total	*£55,698	7	6

With reference to the above items of expenditure, I beg to make a few remarks upon the more important of them.

Item 2nd. The new bridge at Jordan consists of stone abutments and piers and iron girders; there being 8 spans of 95 feet each, and the extreme length being 950 feet. This is the last of the bridges on the main line to be renewed in stone and iron, and in consequence of the depth of foundations in the bed of the creek and the height of the piers, its construction will occupy two years yet.

4th. The six heavy cranes were required for hoisting the engines and machinery brought into requisition by the oil developments of the Bothwell and Enniskillen districts.

13th. The new slip dock and wharf will be completed in a month from this date, and besides providing a landing berth for the new car ferry boat it will afford a large additional accommodation to the freight business of the railway at Windsor.

14th. The new Iron Car Ferry Boat is now nearly finished. In consequence of a serious delay in the construction of the boilers, owing to the failure of the contractor who first undertook the work, it was deemed advisable to defer the launching of the boat until both boilers and machinery were completely fitted up in her. This is now on the eve of being accomplished, and the boat will be launched in the beginning of September, and ready for traffic purposes early in October.

15th. The new rails for the narrow gauge track (4 ft. 8½ in. inside of our gauge of 5 ft. 6 in.) began to arrive in the latter part of June. We have received to this date at Hamilton 2,923 tons of rails, and I have got 50 miles of the narrow gauge track laid. The remainder of the rails is expected to be delivered before the close of navigation, and if so, the whole of the new track will be ready for use for the ensuing winter's traffic.

* NOTE.—In the Capital Account this amount is reduced by the sum of £22.8s. 3d., being the value of land sold.

16th. This expenditure was incurred in making a complete survey of a branch railway from Bothwell to the Enniskillen Oil Springs, a distance of 18 miles, and from Wyoming to the Petrolia Oil Wells, a distance of $5\frac{1}{2}$ miles. The latter promises to be an exceedingly productive oil region, and as the intervening country is a dead level, the branch could be constructed within the sum of £10,000 sterling, inclusive of rails and everything but rolling stock.

17th. This expenditure completes the outlay upon the new Toronto Station.

19th. The incline between Hamilton and Copetown, a distance of 11 miles, was relaid in July with heavy rails and fastenings, the rails weighing 75 lbs. per yard. The excess in cost beyond the original 66 lb. rails has been charged to construction account.

20th. The fish jointing of the Main Line is now finished.

MAINTENANCE OF WAY.						£	s.	d.
Repairs of Bridges and Culverts	...	...	...	...	...	2,315	5	11
Platelayers' Wages and Extra Work on Way	...	...	...	...	...	12,758	15	6
Repairs of Station Sidings	...	...	...	...	...	1,571	9	6
„ of Buildings and Wharves	...	...	...	...	...	2,575	1	5
„ of Signals	...	...	...	...	...	359	3	5
„ of Road and Bridge Approaches	...	...	...	...	...	254	2	11
„ of Fences	...	...	...	...	...	1,649	19	9
Engineering Superintendence	...	...	...	...	...	689	17	6
						<hr/> £22,173 15 11 <hr/>		

The maintenance of way during the past half-year exceeds that of the corresponding half-year of 1865 by a sum of £5,044. 19s. 2d.

This increased expenditure is chiefly in the following items:—

1st. In that of platelayers' wages and extra work on way the increase is £2,996. 16s. 7d., arising from an outlay of £1,578. 1s. 8d. expended during the half-year in the re-construction of 30 gravel cars, and from an increased rate of wages paid to all classes of workmen upon the track; and in addition to these there was a large expenditure incurred in draining and improving the sanitary condition of nearly all our station yards, as ordered by the Boards of Health of the different Municipalities, acting in anticipation of a visitation of cholera.

2nd. An increase of £334. 2s. 2d. in the repairs of sidings and switches arising from the increased rate of wages.

3rd. An increase of £2,085. 19s. 1d. in the repairs of buildings, platforms, and wharves. This is owing to the perishability of our wooden structures, many of which were found to require renewal during the past half-year.

4th. Lastly, an increase of £926. 18s. 4d. in re-building a large extent of fencing, chiefly on the Western Marshes, which were only accessible during the present summer whilst the water was unusually low. This work is now all but complete.

RENEWALS OF RAILS, SLEEPERS, AND BRIDGES.

The expenditure under this head during the past half-year has amounted to £25,340. 10s. 6d., as compared with £26,317. 7s. 0d. in the corresponding half-year of 1865.

The following are the details of the expenditure upon renewals :—

2,355 tons of rails re-rolled at the Company's Rolling Mill	*£13,325	6	10
508 tons representing loss in weight of stock by re-rolling	2,161	19	1
72,712 lbs. fish plates, bolts, and nuts	£1,181	9	1
8,950 lbs. of chairs for switches			
Sundry small stores			
41,125 white oak ties and labour relaying rails and sleepers	4,386	18	1
Engine service in distribution of materials and carriage of rails to and from the Rolling Mill	1,248	10	4
Renewals of Bridges in stone and iron—proportion chargeable to renewals	895	10	5
Ditto, rebuilt in wood and stone in original manner—charged in full	2,140	16	8
	<u>£25,340</u>	<u>10</u>	<u>6</u>

The cost of fish-jointing 10 miles of track has been deducted from the above account. The entire track of the Main Line is now fish-jointed.

The thorough renewal of the Permanent Way Bridges and Fences, which was commenced in the beginning of 1861 has now been completed at a total cost of £332,121. 12s. 11d., being an excess of £842. 9s. 4d. beyond the amount appropriated for the same, and to this sum must be added the amount still to be charged to Revenue Account during the next two years for the re-construction of the Jordan Bridge, the renewal of which was deferred some three years by means of the erection of temporary piers under the present structure about three years ago. This will amount to a sum of about £2,075. 6s. 10d. during each of the next four half-years.

As the extraordinary renewal expenditure with the above exception has now terminated, it is intended hereafter to keep in one account the ordinary maintenance and renewals of each half-year in accordance with the prevailing practice, both on this Continent and in England.

The following is the stock and valuation of surplus rails at 31st July :—

1,539 tons of rails	£13,206	8	6
150 „ of pig iron	837	14	9
207 „ of scrap ditto	935	15	1
Improved value of old rails at Mill in process of re-rolling	400	13	9
	<u>£15,380</u>	<u>12</u>	<u>1</u>

* This sum is in mixed currency, being increased by a sum of £1,430. 2s. 9d., arising from the purchase of coal, firebrick, oil, &c., in the United States, and charging the same in American currency in the Mill Account.

GALT AND GUELPH RAILWAY.

Maintenance of way	...	...	...	...	...	...	£480	16	6
Renewals of rails, sleepers, and fences	...	...	...	...	...	...	89	10	2
Watching crossings	...	...	...	...	...	...	21	3	2
							<hr/>		
							£591		
							<hr/>		
							£304		
							<hr/>		
The cost for the corresponding half-year in 1865, was							...		
							£304		

The excess was caused by the execution of several heavy repairs, and the increased rate of wages now paid.

I am, dear Sir,

Yours faithfully,

GEORGE LOWE REID,

Engineer.

REPORT OF THE LOCOMOTIVE AND CAR SUPERINTENDENT.

GREAT WESTERN RAILWAY,
MECHANICAL DEPARTMENT,

HAMILTON, August 26th, 1866.

DEAR SIR,—I beg to hand you my report of the working of this Department for six months ending July 31st, 1866.

LOCOMOTIVE SECTION.

Stock of Engines.—Our Stock of Engines comprises the following, being the same as in former half-years.

52 Passenger Engines.
33 Freight Engines.
8 Shunting Engines.
1 Locomotive Fire Engine.

—
Total ... 94 Engines.
—

Renewals and Repairs.—During the half-year 2 more of the small Schenectady Engines were rebuilt, which completes the renewal of the 8 Engines of this class mentioned in previous reports. 32 Engines received heavy repairs, and 26 Engines received light repairs. 49 new Cast-steel Tyres, 2 Cast-steel Crank Axles, and 3 pairs of new Cylinders were supplied to the stock in addition to other improvements; £4,726. 0s. 7d. being expended in renewals.

The Locomotive Stock may be said to be in good working condition at the present time.

Expenses.—The annexed table shows the expenses of the Locomotive Section for the past six months compared with the corresponding period of previous years.

	HALF-YEARS ENDING 31ST JULY.						
	1860.	1861.	1862.	1863.	1864.	1865.	1866.
Total Locomotive Expenses	£29,029	£40,131	£11,065	£41,590	£41,102	£36,213	£49,233
Per Centage on Earnings.....	20'41	19'32	16'63	14'19	13'07	12 73	11'37
Number of cords of Fuel for Engines	15,425	14,684	16,854	17,115	16,770	13,934	17,536
Total Cost of Fuel for Engines ...	£9,486	£8,968	£10,310	£10,546	£9,619	£7,873	£9,937
Cost of Fuel per Engine Mile	2'95d.	2'47d.	2'55d.	2'6 d.	2'29d.	2'24d.	2'30d.
Ditto Train ditto.....	4'04d.	3'15d.	3'55d.	3'56d.	3'12d.	3'16d.	3'33d.

Pumping Engines, Tanks and Water Service.—The necessary repairs and renewals have been attended to as required.

A new Tank House and Tank complete, with necessary Pumping apparatus, have been erected at Longwood Station during the half-year in

place of the one burnt down in January last, and a new Tank House and Tank have also been constructed at Bothwell Station, also a new Tank supplied to Port Credit Station.

Turntables.—These are in general good working order, the repairs being attended to as required.

CAR SECTION.

Stock of Cars.—Upon taking charge of this department, I found the stock of Cars to be as follows, which are the same at the present date.

83	First Class Cars.
38	Second Class Cars.
20	Post Office and Baggage Cars.
32	Conductors' Cars.
836	Box Freight Cars.
106	Cattle Cars.
260	Flat and Timber Cars.
120	Gravel Cars (Engineer's Department.)

Total ... 1,495 Cars.

Renewals and Repairs.—The gradual renewal of the Stock is being regularly proceeded with, £5,958. 18s. 1d. having been expended in renewals during the half-year. The Cars of all descriptions are generally in excellent condition.

FERRY BOATS.

Steamer "Union."—The starboard boilers of this boat with the chimney of the same have received heavy repairs, and the port boilers with chimney are in hand under heavy repair. The machinery has also been taken out for overhauling, and the boat is now in dry dock for new wheel beams and general heavy repairs.

Steamer "Transit."—This boat has been temporarily fitted up with conveniences for the purpose of carrying passengers during the time the "Union" is undergoing repairs, and although fit for this work during fair weather, is about worn out and unfit for her regular work at freight traffic.

Car Ferry Boat.—The four new boilers for the new Car Ferry Boat, commenced during last half-year, were completed. Two new chimnies and outside casings were also completed for this boat during the half-year.

BUILDINGS AND TOOLS.

These are in general good condition, with the exception of the London shops, which require a few repairs upon the roofs. Other repairs have been attended to as required.

Yours respectfully,

WM. ASPLEY ROBINSON,

Mechanical Superintendent.

GREAT WESTERN RAILWAY OF CANADA.

*Statement of General Traffic Earnings for the Half-year ended
31st July, 1866.*

MONTHS.	Main Line, 220 miles.	Toronto Branch, 38 miles.	Galt Branch, 12 miles.	Guelph Branch, 15 miles.	Sarnia Branch, 51 miles.	Total, 345 miles.	Monthly Totals.	Sterling.
FEBRUARY.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	£ s. d.
Local Passengers...	36,390 50	7,003 12	758 72	764 90	4,161 81	48,082 05		
Do. Merchandise.	43,732 12	4,849 59	1,665 68	1,599 51	2,466 93	55,313 83		
Foreign Passenger	56,599 27	998 70	10 73	12 55	111 60	58,732 85		
Do. Merchandise.	97,517 41	63 21	...	...	15 57	96,586 19		
MARCH.	234,239 30	12,917 62	2,435 13	2,376 96	6,755 91	258,724 92	258,724 92	53,162 13 1
Local Passengers...	52,742 82	9,157 29	1,073 06	1,087 67	6,806 97½	70,927 81½		
Do. Merchandise.	63,574 31	8,500 12	2,358 35	1,934 20	4,203 91	83,609 89		
Foreign Passenger	78,563 62	1,803 93	6 56	7 65	206 37	80,590 13		
Do. Merchandise.	98,792 09	...	...	...	...	98,792 09		
APRIL.	298,674 84	19,470 34	3,437 97	3,059 52	11,277 25½	333,919 92½	333,919 92½	68,613 13 8
Local Passengers...	49,657 00	9,389 42	1,023 93½	957 68	6,162 10	67,190 13½		
Do. Merchandise.	57,422 86	4,654 95	1,352 46	1,198 07	5,604 43	70,232 82		
Foreign Passenger	81,799 85	1,775 38	11 14	13 76	147 47	83,747 60		
Do. Merchandise.	98,099 11	6 80	...	...	27 87	98,133 78		
MAY.	286,978 82	15,826 55	2,387 53½	2,169 51	11,941 92	319,304 33½	319,304 33½	65,610 9 7
Local Passengers...	45,224 08	8,770 15	977 44½	891 32	5,998 46	61,881 45½		
Do. Merchandise.	52,022 11	2,955 61	1,210 33	1,079 05	5,463 75	62,730 85		
Foreign Passenger	86,837 35	1,540 43	5 58	6 26	148 74	88,568 26		
Do. Merchandise.	70,523 82	10 60	...	...	27 01	70,561 43		
JUNE.	254,637 36	13,276 79	2,193 35½	1,976 63	11,637 96	283,722 09½	283,722 09½	58,290 1 3
Local Passengers...	45,321 03	11,489 10	807 11	778 86	5,538 30	63,933 90		
Do. Merchandise.	38,965 00	3,246 33	1,263 69	913 34	4,566 65	48,958 06		
Foreign Passenger	82,146 10	1,399 41	4 70	4 08	107 47	83,661 76		
Do. Merchandise.	50,248 76	6 17	...	...	35 27	50,290 20		
JULY.	216,680 89	16,141 06	2,078 50	1,635 78	10,247 69	246,843 92	246,843 92	50,721 7 1
Local Passengers...	45,508 87	8,977 22	969 43	1,202 18	5,458 25½	62,144 00½		
Do. Merchandise.	34,762 28	2,323 44	1,071 21	785 08	4,030 85	42,978 86		
Foreign Passenger	75,398 47	1,390 67	6 16	5 00	115 96	76,916 26		
Do. Merchandise.	54,542 54	0 55	...	...	73 14	54,616 23		
Total	\$ 1,499,421 37	90,329 24	14,600 34	13,271 66	61,538 94	1,679,170 55	1,679,170 55	345,035 0 11
Less Galt and Guelph Railway Traffic.....							13,271 66	2,727 1 1
Total Traffic, Great Western Railway proper							1,665,898 89	342,307 19 10

N.B.—The Receipts derived from the carriage of "Mails" are included under the head of "Passenger Traffic," and those from the carriage of "Live Stock" under that of "Merchandise Traffic."

THE GREAT WESTERN

General Traffic Statement for

DESCRIPTION OF TRAFFIC.		Number or Quantity of Each.		Amount for Each.		Mileage of Each.		Main Line Earnings.	
								For 229 Miles.	Per Mile.
				dol. c.	dol. c.			dol. c.	dol. c.
BY PASSENGER TRAINS.	Passengers. Local	287,617½	...	341,759 41	...	11,432,127	...	251,609 72	1,095 73½
	" Excurs'nist	9,520	...	4,058 97	...	566,589	...	3,309 99	14 45½
	" Foreign	70,503	...	408,368 49	...	14,192,301	...	398,783 99	1,741 41½
	" Emigrants.	11,183½	...	30,215 79	...	2,292,382	...	29,989 99	130 96
			378,824		784,432 66		28,483,399		
Mails	Local .....	...	...	19,408 95	...	...	...	12,418 02	54 22½
	Foreign .....	...	...	5,670 13	...	...	...	5,670 13	24 76
Exp's. Fr't.	Local .....	...	...	6,284 65	...	25,079 08	...	4,722 40	20 62½
	Foreign .....	...	...	27,785 99	...	...	...	27,785 99	121 53½
Sundries ..	Local .....	...	...	2,627 38	...	34,070 64	...	1,782 17	7 78½
	Foreign .....	...	...	146 56	...	...	...	146 56	64
					2,773 94				
Passenger Totals .....		...	...	...	846,556 32	...	...	736,218 96	3,214 93
BY FREIGHT TRAINS.	Merc'ndise. Local	144,279½	...	331,249 78	...	10,805,182	...	267,015 33	1,166 00½
	" Foreign	66,778½	...	319,523 32	...	15,258,795	...	319,257 13	1,394 13½
			211,057½		650,773 10		26,063,977		
	Vehicles... Local .....	...	...	...	...	...	...	...	...
Horses ...	Local	3,023	...	7,405 53	...	287,977	...	5,900 23	25 76½
	Foreign	253	...	1,635 30	...	57,937	...	1,635 30	7 14
			3,276		9,040 83		345,914		
Cattle	Local	17,906	...	20,404 94	...	1,700,631	...	17,343 91	75 73½
	Foreign	47,750	...	124,888 47	...	10,934,750	...	124,888 47	545 36½
			65,656		145,293 41		12,635,381		
Calves.....	Local	1,195	...	517 95	...	116,285	...	442 77	1 93½
	Foreign	529	...	1,434 50	...	121,141	...	1,434 50	6 26½
			1,724		1,952 75		237,426		
Sheep	Local	4,932	...	1,143 99	...	392,647	...	943 84	4 12
	Foreign	48,046	...	12,194 40	...	11,002,55½	...	12,194 40	53 25
			53,028		13,338 39		11,395,201		
Pigs.....	Local	10,311	...	2,883 33	...	1,083,901	...	2,232 83	9 75
	Foreign	18,193	...	3,313 63	...	4,166,197	...	9,313 63	40 67
			28,584		11,701 96		5,253,188		
Sundries... Local	Local .....	...	...	713 79	...	...	...	599 77	2 62
	Foreign .....	...	...	...	713 79	...	...	...	...
Freight Totals.....		...	...	...	832,814 23	...	...	763,202 41	3,332 76
Local Traffic Totals .....		...	...	...	737,963 67	...	...	508,820 98	2,481 75
Foreign " " .....		...	...	...	941,206 88	...	...	931,100 39	4,065 94
Grand Totals for Half-year. ....		...	...	...	1,679,170 55	...	...	1,499,421 37	6,547 69
Less Galt and Guelph Traffic ...		...	...	...	13,271 66	...	...	...	...
Total G.W.R. Traffic .....		...	...	...	\$ 1,665,898 89	...	...	...	...

RAILWAY OF CANADA.

Half-year ending 31st July, 1866.

Toronto Branch Earnings		Harrisburgh and Galt Branch Earnings.		Galt and Guelph Branch Earnings.		Sarnia Branch Earnings.		Total Average Earnings Per Mile for Month.
For 38 Miles.	Per Mile.	For 12 Miles.	Per Mile.	For 15 Miles.	Per Mile.	For 51 Miles.	Per Mile.	
dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.
50,829 12	1,337 61	4,770 99	397 58½	4,767 30	317 82	29,782 28	583 96½	
362 47	9 53½	23 28	1 94	14 91	99½	348 32	6 83	
8,692 11	228 74	38 25	3 18½	46 53	3 10½	837 61	16 42½	
216 41	5 69½	6 62	55	2 77	18½	...	...
1,864 49	49 06½	715 67	59 64	742 22	49 48	* 3,668 55	71 93½	
...	
1,201 84	31 62½	84 47	7 04	53 58	3 57½	222 36	4 36	
...	
531 38	13 98½	45 34	3 77½	104 10	6 94	164 39	3 22½	
...	
63,687 82	1,676 26	5,684 62	473 71½	5,731 41	382 00½	35,023 51	686 73½	2,453 20½
23,561 12	620 03	7,962 67	663 55½	6,760 26	450 68½	25,950 40	508 83	
87 33	2 29½	...	...	...	...	178 86	3 50½	
...	
...	
1,343 72	35 36	59 28	4 94	37 63	2 50½	64 67	1 26½	
...	
1,392 75	36 63½	795 05	66 25½	683 09	45 73½	187 15	3 67	
...	
41 08	1 08	12 21	1 01½	11 25	75	10 64	21	
...	
136 07	3 58	46 42	3 86½	9 22	61½	8 44	16½	
...	
42 10	1 10½	39 98	3 33½	35 81	2 38½	37 61	73½	
...	
27 25	71½	9 11	76	...	...	77 66	1 52½	
...	
26,631 42	700 82½	8,924 72	743 72½	7,540 25	502 68½	26,515 43	519 91	2,413 95½
81,333 39	2,140 35½	14,564 47	1,213 70½	13,222 36	881 49	60,522 47	1,186 71½	
8,995 85	236 73½	44 87	3 73½	49 30	3 28½	1,016 47	19 93	
90,329 24	2,377 08½	14,609 34	1,217 44½	13,271 66	884 77½	61,538 94	1,206 64½	4,567 16

* The Mail Service for the Sarnia Branch is calculated on a mileage of 61½ miles.

GREAT WESTERN RAILWAY OF CANADA.

At a General Meeting of Shareholders

OF THE

GREAT WESTERN RAILWAY OF CANADA,

Held at the London Tavern, Bishopsgate Street, London, on

Wednesday, 10th October, 1866, at 12 o'clock,

MR. ALDERMAN DAKIN in the Chair.

The Secretary read the following Advertisement calling the Meeting :—

GREAT WESTERN RAILWAY OF CANADA. — Notice is hereby given, that the Half-yearly Meeting of Shareholders is appointed to be held on Wednesday, October 10th, at the London Tavern, Bishopsgate Street, London, England, at Twelve o'clock precisely, for the purpose of submitting a report and general statement of accounts for the half-year ending 31st July last; for the purpose of electing eleven Directors and two Auditors; and for the transaction of other business.

And Notice is further given, that the Books kept at this office for the Registration of Shares will be Closed on and from September 26th, to the day of Meeting, both days inclusive, and transfers cannot be received between those dates.

By Order,

BRACKSTONE BAKER, Secretary.

126, Gresham Street, Old Broad Street,
London, August 8, 1866.

The Minutes of the General Meeting of Shareholders held in London, on April 4th, 1866, were read and approved.

The Report and Accounts for the half year ending 31st July, 1866, were taken as read.

It was proposed by the CHAIRMAN and seconded by Mr. A. HOYES, and resolved—

“ That the Report and Accounts for the half-year ending 31st July, 1866, this day submitted, be received and adopted, and that a dividend at the rate of five per cent. per annum, free of Income Tax, be now declared, payable in London on 25th October.”

It was proposed by the CHAIRMAN, seconded by Mr. A. HOYES, and resolved—

“ That the Detroit and Milwaukee Railroad Company be authorised to borrow for a limited period a sum not exceeding \$350,000, the security to be given for which loan shall for that period take precedence for interest over the claim of the Great Western Company upon the Detroit and Milwaukee Railroad.”

The retiring Directors and Auditors having been put in nomination :

It was proposed by Mr. J. W. N. BENTLEY, seconded by Mr. W. BOWLER, and resolved—

“ That the Board of Directors as at present constituted be re-elected.”

It was proposed by Mr. J. W. N. BENTLEY, seconded by Mr. W. PAXTON, and resolved—

“ That the retiring Auditors be re-elected.”

It was proposed by Major-General E. B. BROOKE, seconded by Lieut.-Col. G. P. EVELYN, and resolved—

“ That the thanks of the Meeting be given to the Chairman and his colleagues for their attention to the interests of the Company.”

The Meeting then separated.

A true extract.

BRACKSTONE BAKER, *Secretary.*

126, Gresham House, Old Broad Street,
London, 10th October, 1866.

*The M^r Manager
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